

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS.**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, post in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX PARIS"  
The Highest Possible Award.  
**JOSEPH  
GILLOTT'S  
PENS.**  
Of highest Quality, and having  
Greatest Durability are there-  
fore CHEAPEST.  
The Only Aware Chicago, 1893  
[a292]

No. 14,949, 號九十四百九千四萬一第 日六十月二年二十三緒光 HONGKONG, SATURDAY, MARCH 10TH, 1906. 六拜禮 號十月三年六零百九千一英港香 PRICE, \$3 PER MONTH.

**SPECIAL**  
**"BULL DOG" BRAND**  
**STOUT & ALE**  
**IN SPLITS.**

**A. S. WATSON & CO.,  
LIMITED.**

WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS,  
[a1342]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.80 per bag ex Factory.

**SHEWAN, TOMES & CO.,**  
General Managers.

Hongkong, 1st October, 1905. [a2771]

**JUST OUT.**

ARROWSMITH'S BRISTOL LIBRARY.

**THE VAMPIRE NEMESIS**

And other weird stories of the China Coast.

By "DOLLY" (author of "China Coast," etc.).

**PRACTISED NOVEL READERS** in

want of a relish, allow the Baron to recom-

mend you "THE VAMPIRE NEMESIS,"

which will hold you enthralled for just about

an hour before going to bed.—London Punch.

Of Messrs. KELLY & WALSH, and J. C. LOAN

& Co., and Booksellers.

Price \$1.

Hongkong, 7th March, 1906. 574

**REMINGTON TYPEWRITERS.**

**BRIEF** (suitable for Lawyers' Offices) and

ordinary Sizes, No. 8 MACHINES.

New and in good condition.

**B-A-G-A-I-N PRICES.**

From \$135 to \$250.

Apply to—

**H. RUTTONJEE,**

No. 5, D'Almeida Street.

Hongkong, 8th March, 1906. 581

**TYPEWRITERS**

**CLEANED, REPAIRED, OVERHAULED**

**TYPEWRITING WORK UNDER-**

**TAKEN.** Charges moderate.

**F. A. V. RIBEIRO**

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [19]

**TO THE INHABITANTS OF THE**

**COLONY OF HONGKONG.**

**FREE VACCINATION.**

**TAKE NOTICE** that VACCINATION

is performed Free of Charge at the

GOVERNMENT CIVIL HOSPITAL,

TUNG WAH HOSPITAL, ALICE

MEMORIAL HOSPITAL and NETHER-

SOLE HOSPITAL, on the days and at the

times specified below, and that you are strongly

advised to avail yourselves of this privilege and

attend at one of these places with your children

to be vaccinated in order to protect yourselves

from Small Pox.

**G. A. WOODCOCK,**

Secretary, Sanitary Board.

**GOVERNMENT CIVIL HOSPITAL:**

Every day except SUNDAY from 2 to 4 P.M.

**TUNG WAH HOSPITAL:** On the 1st day

of the month (Chinese reckoning) and

every alternate day subsequently, at 10 A.M.

**ALICE MEMORIAL HOSPITAL:** On

MONDAYS and THURSDAYS, at 12 Noon.

**NETHERSOLE HOSPITAL:** On WED-

NESDAYS and SATURDAYS, at 11 A.M.

Hongkong, 27th February, 1906. [575]

**HONGKONG HIGH-LEVEL TRAM**

**WAYS COMPANY, LIMITED,**

**IN LIQUIDATION.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL.

**AFONG'S PHOTOGRAPHIC STUDIO** has REMOVED to No. 31, QUEEN'S ROAD CENTRAL, above Watkins, Limited. Apothecaries Hall. Entrance in the Lane next to Land Office.

Hongkong, 9th March, 1906. [a636]

## TO LET.

**NO. 5, SEYMOUR TERRACE.**

Apply to—**WONG KAM FUK,**  
Hongkong & Kowloon Wharf & Godown Co.  
Hongkong, 10th March, 1906. 607

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction, **TO-DAY (SATURDAY),** the 10th March, 1906, at 2.30 p.m., at his SALES ROOMS, QUEEN'S ROAD, **SUNDAY HOUSEHOLD FURNITURE, WATER COLOUR PICTURES, OVERMANTLES, DRAWING ROOM SUITES, CROCKERY, GLASS, and PLATED WARE, BICYCLE and COOKING STOVE.**

TERMS OF SALE:—As Customary.

**V. I. REMEDIOS,**  
Auctioneer.  
Hongkong, 10th March, 1906. 608

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

**S.S. "BENGLOE,"**  
FROM ANTWERP, LONDON AND STRAITS.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,** Agents.

Hongkong, 9th March, 1906. [609]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

**"OCEANA,"**  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex *s.s. Marissa*,  
From Persia Gulf ex *s.s. I. S. N.*,  
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWITT,**  
Superintendent.  
Hongkong, 9th March, 1906. [1]

**THE HONGKONG WEEKLY PRESS** and **CHINA OVERLAND TRADER** are now ready and contains:—

Epitomes of the Week's News.  
The International Crisis.  
Responsibility for the Nanchang Murders.  
The Overcrowding Evil in Hongkong.  
The Chinese "Slavery" Cry.  
China and Tibet.  
Famine in Japan.

Hongkong Sanitary Board.  
Kowloon Bowling Club.  
Supreme Court Proceedings.  
Marriage of the Hon. Mr. Pollock, K.C.  
Royal Hongkong Yacht Club.  
Royal Hongkong Golf Club.  
A Prisoner's Death.  
Chinese Surgery.

Canton News.  
The Telephone at Shanghai.  
Victory at Chou-Fu and the Shanghai Municipality.  
Shanghai General Chamber of Commerce.  
A Great Raid for Shanghai.  
The Nanchang Massacre.

The Development of Manchuria.  
The Withdrawal of Troops from Manchuria.  
Encouraging Commerce in the Philippines.  
New Banking Law in the Philippines.  
Singapore Harbour Scheme.  
Company Reports:—  
China and Mails Steamship Co.  
Shanghai Companies.  
Company Meetings:—  
Hongkong Fire Insurance Co.  
China Fire Insurance Co.  
Green Island Cement Co.  
Shipping Notes.  
Currency Problems in China.  
An Interesting Hongkong Banking Case.

Hongkong.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 81 Cents for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.  
Hongkong, 9th March, 1906.

## INTIMATIONS.

## HONGKONG CLUB.

## NOTICE.

**THE NINTH HALF-YEARLY DRAWING** of Sixty-Five DEBENTURES of the HONGKONG CLUB, payable on SATURDAY, the 31st March, 1906, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock a.m., on SATURDAY, the 17th March, 1906.

MEMBERS OF DEBENTURES are invited to attend the DRAWING.

By Order,  
**C. H. GRACE,**  
Secretary.  
Hongkong, 9th March, 1906. [596]

**CHINA UNITED SERVICE RIFLE ASSOCIATION.**

**THE FIRST PRIZE MEETING** of the Association will be held on March 18th and following days.

BRITISH EVENTS on Stonecutty's Range.  
NATIVE EVENTS on Kowloon City Range.

**PROGRAMME:—**  
I. Rifle Championship Series.  
II. Carbine Competition.  
III. Nursery Competition.  
IV. Affinity Competition.  
V. Officers' Team Competition.  
VI. The "HATTON" Challenge Cup (for Teams).  
VII. The "NORM" Cup (for Teams).  
VIII. Revolver Competition.

Entries close on 14th March.  
The Rules of the Association and full Particulars can be obtained on application to

**THE HON. SECRETARY, C.U.S.R.A.,**  
HEAD QUARTER OFFICES,  
Fletcher Street,  
Hongkong.

Hongkong, 9th March, 1906. 597

## WANTED.

**IN KOWLOON** 5 or 6-Roomed House, Furnished or Unfurnished.

Apply to—**"S. S. R."**  
Care of "Daily Press" Office.  
Hongkong, 9th March, 1906. 592

## ON SALE.

**BOUND VOLUMES** of the **HONGKONG WEEKLY PRESS**, July to December 1905. With Index. Price \$7.50.

On sale at the **Hongkong Daily Press Office**  
Hongkong 24th Feb. 1906

## ENTERTAINMENTS

**SPAMPANI'S EUROPEAN CIRCUS.**

**TO-NIGHT! TO-NIGHT!**

## AT 9 P.M.

**THE CIRCUS IS LOCATED AT CAUSEWAY BAY.**

**SPECIAL CARS RUNNING.**

**GREAT BICYCLE POLO MATCH OR FOOTBALL ON BICYCLES.**

**THE HIT OF THE SEASON,**  
BY THE

**WATSON TRIO**  
AND **MISS ANNIE.**

**AUSTRALIA VERSUS ENGLAND.**

**TO-DAY (SATURDAY), MARCH 10,**

**GRAND MATINEE**

## AT 3.30 P.M.

Children Admitted at Half-Price.

Plan at the **ROBINSON PIANO CO.**

**E. SPAMPANI,**  
Proprietor and Director.  
Hongkong, 9th March, 1906. 550

**THEATRE ROYAL.**

**CITY HALL.**

**GRAND ORCHESTRAL CONCERT**

BY THE WELL-KNOWN BAND OF **H.L.G.M.S. "FUERST BISMARCK."**

**TUESDAY, 13th MARCH,**  
AT 9 P.M.

Booking Office at **ROBINSON PIANO CO.**

Dress Circle ... .. \$3  
Stalls ... .. \$2  
Pit ... .. \$1

**SOLDIERS and SAILORS in Uniform** Half-price.

Hongkong, 9th March, 1906. 594

## NOTICE.

**UNDER** the distinguished Patronage of His Excellency **SIR MATTHEW NATHAN, K.C.M.G.,** Governor of Hongkong.

**A CONCERT**  
will be given in the **THEATRE ROYAL CITY HALL, TO-NIGHT (SATURDAY),** the 10th March, at 9 p.m., in aid of the **UNION CHURCH NEW ORGAN FUND,** by the following artists:—  
**Mrs. D. E. BROWN, Mrs. GORDON, Miss HUMPHREYS, Mrs. KRUGER, Mr. GRALLEN, Mr. GONZALES, Mr. JOEL, Mr. KOWAT, Mr. LECKIE, Mr. STEWART and Mr. GRIMBLE.**  
Also, by kind permission of **ADMIRAL BRUNING,** the Band of the **Flagship S.M.S. "FURST BISMARCK"** under Bandmaster **KARL JESSSEN** will play Four Selections.  
Tickets, \$2.00 each, may be had at Messrs. **LAMB, CLAWSON & CO. (Music Dept.)** and **Wm. POWELL, Ltd.,** also, of Members of the Ladies' Committee of the Church, or the Undersigned.

**A. MACKENZIE,**  
Hon. Secretary.  
Hongkong, 2nd March, 1906. [541]

## AUCTIONS

## [BY ORDER OF THE MORTGAGES].

## PUBLIC AUCTION.

**MESSRS. HUGHES & HOUGH** have received instructions to sell by Public Auction,

On **MONDAY,** the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Lee House Street,

**IN ONE LOT**  
**THE VALUABLE LEASEHOLD PROPERTIES**

registered in the Land Office as **INLAND LOT No. 576 and FARM LOT No. 65.**

These properties comprise No. 4, **SEYMOUR ROAD** and a house now in course of erection known as **"GLENSKIN."** The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$38.

Particulars and Conditions of Sale may be obtained from the undersigned.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 1st March, 1906. [528]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, On **SATURDAY,** the 24th March, 1906, at 12 Noon, at the Hongkong and Kowloon Wharf and Godown Company's premises, the following,

**W. Y. T. Co., 1,752 Pieces ROUGH LUMBER, And**  
**W. Y. T. Co., 2,798 Pieces ROUGH LUMBER.**

TERMS:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 9th March, 1906. 599

## NOTICES OF FIRMS

**HAVING OPENED A BRANCH** of our business at 1 and 12, Schuchow Road, Shanghai, we have appointed **MR. EMIL FISCHER** Manager, who will sign the Firm per pro.

**MACLEWEN, FRICKEL & CO.,**  
Hongkong, 5th March, 1906. [659]

## NOTICE.

**MR. RICHARD HANCOCK** is authorised to sign the name of our Firm per Procuration.

**SHAWAN, TOMES & Co.**  
Hongkong, 26th February, 1906. [502]

## NOTICE.

**NOTICE IS HEREBY GIVEN** to Consignees of Goods interested that unless payment of freight and charges on the under cargo is made to the undersigned on or before Noon, on the 23rd March, 1906, the cargo will be sold by Public Auction to defray freight and expenses incurred in landing and storing into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where it now lies.

Ex *"OANFA"* arrived from Victoria, B.C., 5th July, 1905. 1,752 pieces Lumber marked **W. Y. T. Co.**

Ex *"TELEMACHUS"* arrived from Victoria, B.C., 23rd July, 1905. 2,798 pieces Lumber marked **W. Y. T. Co.**

**BUTTERFIELD & SWIRE,**  
Agents.  
**O.S.S. Co., Ltd. and C.M.S. Co., Ltd.**  
Hongkong, 9th March, 1906. [598]

## PUBLIC COMPANIES

**GREEN ISLAND CEMENT CO., LTD.**

## NOTICE OF MEETING.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the **GREEN ISLAND CEMENT COMPANY, LIMITED,** will be held at the Office of the Company, **ST. GEORGE'S BUILDING,** (Chater Road, Victoria, Hongkong), on **SATURDAY, the 4th day of MARCH, 1906,** at 11.30 o'clock a.m., when the subjoined Resolution which was passed at an Extraordinary General Meeting held on 7th March, 1906, will be submitted for confirmation as a Special Resolution:—

**RESOLUTION.**  
"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 500,000 NEW SHARES of \$10 Each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders on the First day of July, 1906, in the proportion of One New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and the failing such statement as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association."

**SHEWAN TOMES & CO.,**  
General Managers.  
**Green Island Cement Co., Ltd.**  
Hongkong, 7th March, 1906. 595

**THE CHINA-BORNEO COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE THIRD ORDINARY YEARLY MEETING** of Shareholders in the above Company will be held at the Company's Office, **ST. GEORGE'S BUILDING,** on **SATURDAY, the 24th March, 1906,** at 12 o'clock Noon, to receive a Statement of Accounts to the 31st December, 1905, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th March, both days inclusive.

**J. WHEELEY,**  
General Manager.  
Hongkong, 8th March, 1906. [593]

**HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE DIVIDEND** of \$25 per Share for the year ending 31st December 1905, declared at To-day's Ordinary Annual Meeting, will be payable at the **HONGKONG and SHANGHAI BANKING CORPORATION,** and **Hongkong Shareholders** are requested to apply for **DIVIDEND WARRANTS** at the Company's Office, **KING'S BUILDINGS, Connaught Road,** after 10 a.m. To-morrow.

**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 7th March, 1906. 593

## PUBLIC COMPANIES

## GEO. FENWICK &amp; CO., LTD.

**THE SEVENTEENTH ORDINARY GENERAL MEETING** of Shareholders will be held in the **HONGKONG HOTEL,** THIS DAY (SATURDAY), the 10th day of March, 1906, at 11.30 a.m., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 10th March, both days inclusive.

By Order of the Board of Directors,  
**W. G. WINTERBURN,**  
General Manager.  
Hongkong, 10th March, 1906. [548]

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at **Queen's Buildings, Victoria,** in the Colony of Hongkong, THIS DAY (SATURDAY), the Tenth day of MARCH, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,  
**JAMES WHITTALL,**  
Secretary.  
Hongkong, 10th March, 1906.

**RESOLUTIONS:**  
(1) That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 123, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 30th April, 1905, no further or other Statement of the Accounts of the Company for the year 1905 shall be called for, or presented to the Shareholders in respect of Article 130 as this day substituted.

**THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE NINETEENTH ORDINARY ANNUAL MEETING** of Shareholders will be held at the **CITY HALL,** on **MONDAY, the 12th March, at 12.15 p.m.,** for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

**EDWARD OSBORNE,**  
Secretary.  
Hongkong, 24th February, 1906. 594

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

**THE TWENTY-THIRD ORDINARY GENERAL MEETING** of Shareholders in the above Company will be held at the COMPANY'S OFFICE, **ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria,** on **WEDNESDAY, the 14th March, 1906,** at 11 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from **SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.**

**SHAWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 17th February, 1906. [511]

**THE HONGKONG ROPE MANUFACTURING CO., LTD.**

**THE TWENTY-SECOND ORDINARY ANNUAL MEETING** of Shareholders in the Company will be held in the COMPANY'S OFFICES, **ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria,** on **WEDNESDAY, the 14th March, 1906,** at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from **SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.**

**SHAWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 25th February, 1906. [512]

**PHILIPPINE COMPANY, LIMITED.**

**THE THIRD ORDINARY MEETING** of Shareholders in the above Company will be held at the OFFICE of Messrs. **HOLLIDAY, WISE & Co., No. 100, Calle Anloague, Manila, P.I.,** on **THURSDAY, the 15th day of March, at 3.30 p.m.,** for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

**HOLLIDAY, WISE & Co.,**  
Agents.  
Manila, 5th March, 1906. 573

**CHINA SUGAR REFINING CO., LTD.**

## NOTICE.

**THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING** of the Shareholders of the Company will be held at the OFFICES of the General Agents on **WEDNESDAY, the 21st March, at Noon,** for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.

**JARDINE, MATHESON & Co.,**  
General Agents.  
Hongkong, 28th February, 1906. [513]

## TO LET

## TO LET.

**SEVEN EUROPEAN HOUSES,** late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floor and Top Floor with Godowns can be let separately or en masse.

Apply to—**CHUNG SHUN KOO,**  
First Floor, No. 10, Queen's Road Central  
Hongkong, 19th July, 1905. [81]

## TO LET.

**NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon.**  
Kowloon Marine Lot 47 with Wharf Godown, No. 9 Zetland Street.

Apply to—**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 27th February, 1906. 501

## TO LET.

**NO. 74, CAINE ROAD, NO. 2, MACDONNELL ROAD, GODOWN (Small) No. 32A, Praya East.**

Apply to—**COMPRADORE'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [80]

## TO LET.

**SUITABLE for Office, ONE ROOM** in Prince's Buildings.

Apply to—**LAUTS, WEGENER & CO.,**  
Hongkong, 4th March, 1906. 84

## TO LET.

**GODOWN**







## SHIPPING.

## ARRIVALS.

AMIGO, German str., 822, N. T. Butter, 9th March—Saigon 1st March, Rice and Flour.—Jabson & Co.  
 DENZOL, British str., 3,003, H. W. Bee, 9th March—London and Singapore 1st March, General.—Gibb, Livingston & Co.  
 DONGOLA, British str., 4,23, G. Phillips, 9th March—Shanghai 6th March, Mails and General.—P. & O. S. N. Co.  
 HURQUISH, Norwegian str., 2,438, G. Bjorck, 9th March—Sourabaya 21st Feb. Sugar.—Shewan, Tomes & Co.  
 MONSIEUR, American steamer, 8,750, W. P. S. Porter, 9th March—San Francisco 6th February, Mails and General.—P. M. S. S. Co.  
 MONTANA, British str., 1,737, P. W. Hatten, 9th March—Saigon 1st March, Rice.—Dobwell & Co.  
 RAJAH, German str., 2,088, C. Wolf, 9th March—Kochichang 27th February, Rice.—Melchers & Co.  
 TRIUMPH, German steamer, 9th March, from Canton.

## CLEARANCES.

At the Harbour Master's Office.  
 March 9th.  
 Dongola, British str., for Singapore.  
 Hans Wagner, German str., for Saigon.  
 Huanan, British str., for Tsingtau.  
 Koenigsberg, German str., for Iloilo.  
 Oceana, British str., for Shanghai.

## DEPARTURES.

March 9th.  
 AUSTRALIAN, British str., for Moji.  
 Dacia, German str., for Shanghai.  
 Edin. Rickmers, German str., for Bangkok.  
 FRIDTJOF, Norwegian str., for Saigon.  
 GERMANIA, German str., for Bangkok.  
 HATTAN, British str., for Coast Ports.  
 HANYANG, British str., for Kobe.  
 HERA, German str., for Singapore.  
 HERA, British str., for Calcutta.  
 PETRARCH, German str., for Saigon.  
 SUNKIANG, British str., for Amoy.  
 ZASTRO, British str., for Manila.

## SHIPPING REPORTS.

The German str. *Rajah* reports: Strong monsoon.  
 The British str. *Bengalee* reports: Strong monsoon and rough seas. Passed H.M.S. *Sidley*.

## VESSELS IN DOCK.

March 9th.  
 ANERDEN DOCK—*Dagay, Borneo*.  
 VICTORIA DOCK—*Vigilante, Langshan, Carlos Harduon, Progress, Fabian, Seward, Wenden, Jendel, Dymshide, Tsingtau, U.S.S. Ohio, Huanan, Harbin, Siam*.  
 COMMERCIAL DOCK—*Rain*.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
 (Florio and Rabattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MENA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LYANTINE and SOUTH AMERICAN PORTS up to CALLOO. (Taking Cargo at through rates to PERSIAN Gulf and BAHAMAS, also BARCELONA, VALENCIA, ALICANTE, ALGERIA and MALAGA.)

## THE Steamship

"ISCHIA," Captain Cogliolo, will be despatched as above on MONDAY, the 12th inst., at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to

## CARLOWITZ &amp; CO.,

Agents.  
 Hongkong, 2nd March, 1906. [4]

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR KOBE.

## THE Company's Steamship

"SEALDA," Captain J. Kilpatrick, will be despatched as above on TUESDAY, the 13th inst., at DAYLIGHT.  
 For Freight or Passage, apply to

## JARDINE, MATHESON &amp; CO.,

Agents.  
 Hongkong, 6th March, 1906.

## NORDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
 Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

## THE Company's Steamship

"BORNEO," Captain F. Sambill, will be ready to load on MONDAY, the 12th March, will leave on TUESDAY, the 13th March, at 9 A.M.  
 For Freight or Passage, apply to

## NORDEUTSCHER LLOYD,

MELCHERS & CO.,  
 Agents.  
 Hongkong, 6th March, 1906. [57]

## "BEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

"BENVOLICH," Captain Thomson, will be despatched as above on or about the 15th March.  
 To be followed by "BENLEDI,"  
 About the 25th March.  
 For Freight or Passage, apply to

## GIBB, LIVINGSTON &amp; CO.,

Agents.  
 Hongkong, 28th February, 1906. [516]

## DAMPFSCHIFFF-RHEDERER-UNION

ACTIEN-GESELLSCHAFT.

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

## THE Steamship

"VERONA," Captain Dobroz, will be despatched for the above Port or about WEDNESDAY, 21st March.  
 For Freight, apply to

## CARLOWITZ &amp; CO.,

Agents.  
 Hongkong, 21st February, 1906. [465]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	CLASS & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL.	DONGOLA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP	BENVOLICH	Brit. str.	—	Thomson	GIBB, LIVINGSTON & CO.	About 15th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	DIOMEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April.
AMSTERDAM, LONDON & ANTWERP	TERNAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th April.
MARSEILLES, &c., via PORTS OF CALL.	CAUCHAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th May.
AMSTERDAM, LONDON & ANTWERP	OCRAENIE	Frans. str.	—	Courret	MESSAGERIES MARITIMES	On 22nd May.
AMSTERDAM, LONDON & ANTWERP	PRINCESS ALICE	Ger. str.	—	Ch. Polackey	MELCHERS & CO.	On 20th inst., at 1 p.m.
AMSTERDAM, LONDON & ANTWERP	TESTONIA	Ger. str.	k. w.	Oesterreich	HAMBURG-AMERIKA LINIE	On 14th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	LIBERIA	Ger. str.	k. w.	Kier	HAMBURG-AMERIKA LINIE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	SAXONIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 16th inst.
AMSTERDAM, LONDON & ANTWERP	SILESIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 19th inst.
AMSTERDAM, LONDON & ANTWERP	SENEGAMBIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP	SGOIVA	Ger. str.	k. w.	Schubert	HAMBURG-AMERIKA LINIE	On 18th April.
AMSTERDAM, LONDON & ANTWERP	C. FERD LAEIS	Ger. str.	k. w.	Meyerdierks	HAMBURG-AMERIKA LINIE	On 2nd May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	Craglietto	HAMBURG-AMERIKA LINIE	On 16th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	RANDER, WITTE & CO.	On 2nd April, P.M.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th April.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
AMSTERDAM, LONDON & ANTWERP	PERBIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
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## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR  
 MANILA via SWATOW "LOONGSANG" Saturday, 10th Mar. Noon.  
 SHANGHAI via SWATOW "CHOYSANG" Tuesday, 13th Mar. Daylight.  
 SHANGHAI via SWATOW "TUNGSHING" Wednesday, 14th Mar. 4 P.M.  
 AMOY, MANILA and ILOILO "YUNSHING" Thursday, 15th Mar. Noon.  
 SINGAPORE, PENANG & CALCUTTA "KUMSANG" Thursday, 22nd Mar. 3 P.M.  
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Newchwang & Yangtze Ports.  
 For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
 GENERAL MANAGERS. 18

## GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

## THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA"

(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:  
 "MINNESOTA," Captain J. H. LINDER, ON THURSDAY, 15th MARCH, 1906.  
 "DAKOTA," Captain E. FRANKIE, ON MONDAY, 23rd APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

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## NIPPON YUSEN KAISHA,

AGENTS.  
 Hongkong, 20th December, 1905. [20]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

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PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000 Tons	WEDNESDAY, 28th Mar.	18th April.
"ATHENIAN" 3,882 "	WEDNESDAY, 11th April	5th May.
"EMPEROR OF INDIA" 6,000 "	WEDNESDAY, 18th April	9th May.
"MONTEAGLE" 4,425 "	WEDNESDAY, 2nd May	23rd May.
"EMPEROR OF JAPAN" 6,000 "	WEDNESDAY, 9th May	30th May.

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## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND YOKOHAMA FOR

## SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

"ARAGONIA" .....	5,188	Ernst .....	March	14th, 1906.
"NICOMEDIA" .....	4,370	Wagemann .....	March	23rd, 1906.
"NUMANTIA" .....	4,370	Feldmann .....	April	8th, 1906.
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Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.  
 Hongkong, 23rd February, 1906. [13]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## FOR

## MOJI AND KOBE

## SHANGHAI

## LONDON &amp;c., via USUAL PORTS

## OF CALL

## LONDON and ANTWERP

## via SINGAPORE, PENANG, NUBIA

## COLOMBO PORT SAID and MARSEILLES

## YOKOHAMA via SHANGHAI, POONA

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

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## STEAMSHIP

## TONS.

## CAPTAIN.

## FOR

## SAILING DATE.

RUBI 2540 R. Almond Manila On 17th Mar. Noon.

ZAFIRO 2540 R. Rodger Manila On 24th Mar. Noon.

For Freight or Passage apply to

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 GENERAL MANAGERS.

Hongkong, 9th March, 1906. [15]

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## FOR NEW YORK via PORTS AND SUEZ CANAL.

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For freight and further information apply to

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Hongkong, 11th December, 1905. [19]

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

## PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR

## BATAVIA, PENANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "DONGOLA,"

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this











## DEFENCE OF OCEAN TRADE.

## TEST OF THE BRITISH ADMIRALTY'S SCHEME.

A scheme for the protection of British merchant shipping, which has been elaborated by the Admiralty, will be put upon its trial during the grand manoeuvres of the present year, in which every British man-of-war will take part. It is co-ordinately anticipated, writes our Naval Correspondent, that the unique and in various character of the proposals of the naval authorities will tend to reassure the commercial world on the subject of the adequacy of the fleet to guarantee freedom of movement for the mercantile marine, even while war is actually in progress, and thus avoid the necessity of playing with little risk. If expectations are realised, a naval conflict in which this country is involved will be rolled of some, at least, of its danger, and the last will have heard of the schemes for establishing national granaries, since there will be no ground for a rise in the price of food, the great industries of the nation will be enabled to keep running, and British ships will be under no temptation to transfer their vessels to a neutral flag.

More than the ocean shipping of the world is British, consequently the task imposed upon the Admiralty is one of great magnitude. The plan for this year's manoeuvres, however, will include a complete trial of the scheme on all the great trade routes. The co-operation of ships, essential to the success of the proposals, and this has been very cordially promised. This fact is of great interest owing to the numerous vessels which some commercial men have viewed the development of Admiralty policy which resulted in the establishment of three squadrons in distant seas and the elimination of about 150 ships from the active list. In the course of the manoeuvres an effort will be made completely to dispel such feelings by demonstrating that the new scheme of distribution of his Majesty's ships, and the unique policy for the protection of ocean commerce, offer a measure of security for British interests which has never before been considered practicable.

During the French war we lost a matter of nearly 11,000 ships, but this was in the days of the sailing ship. By the action of our fleet in the war with America we inflicted a loss on the "unfitted" marine of the United States from which it has never recovered. It is the possibility of capture, rather than any tangible evidence in support of the ruin to the British marine in war-time, which is the main point of the commercial gambler and the man who hopes to operate for "corner" in wheat, or cotton, or other necessities. Apart from such employment of ingenuity, there is a widespread belief that on the whips of war prices will be raised up. Rival Powers have long since realised that an attack on commerce is a good means of injuring the British Empire, and even years ago Mr. (now Viscount) Goschen said, in a course of discussion in the House of Commons:

"I want to call the attention of the House very briefly to the fact that some of our rivals are practically giving up the idea that they would be able to meet us in the open sea, or if they were able to meet us in the open sea, that, at all events, the better policy would be to endeavour to wear out the patience of this country by prolonged attacks upon our commerce, our food supply, and our sources of production."

They think that while our battleships would be lying opposite their ports they could be able to sweep down upon our commerce until this country is third of the uncertainty and the injury "dictated" upon us and of the flag being transferred to other nations. It has been avowed in the most distinct terms. Scientific and political statesmen have all commended this plan, and what is more, they have acted upon it. "The plan now is to build very fast cruisers which shall prey upon our commerce, and which shall inflict that damage upon us which I have attempted to describe. We cannot sit still in the face of the construction of cruisers intended for that purpose. We know that purpose, and it is our bounden duty to defeat it."

In the old sailing days, of course, commerce was protected by means of a navy, but it has been realised for years past that this method is unsuited to the steam age. In the comfortable times when everything was done in a leisurely way, merchant vessels used to congregate at rendezvous, and then sail in charge of a man-of-war. In these days such a plan is impossible, because the number of British ships has increased, and the available man-of-war tend to decrease, while the cost of each unit grows at an amazing rate. Apart from torpedo craft, there is today not a single ship building for the British Fleet which will cost less than a million sterling, whereas in the days of the convey quite adequate men-of-war could be built and equipped for about £50,000, with the result that we had an immense army of war ships, small and handy in the wind, available for this duty, whose special protection was their speed in contrast with the heavier and slower "ships of the line." The introduction of steam has changed the whole problem: battleships are now being built of great speed, and armoured cruisers with rates of speed up to twenty-four knots. They are expensive, but their advent is driving out of the seas all the cruisers without armoured belts and with no gun heavier than the six-inch weapon. The late war has confirmed the belief which the Admiralty formed several years ago in favour of none but armoured ships, and in the process of international rivalry for power and speed the size of the vessels has so greatly increased that a single one now runs into a fortune. Such men-of-war cannot be built in great numbers, and nothing less swift and powerful is worth spending money upon.

It is in view of these conclusions that protected cruisers have been cast on the scrap-heap and no more are being laid down for any of the great navies. Every ship now being planned will be large, swift, of heavy-gun power, and consequently costly. So far as Great Britain is concerned, there is some advantage in this development, for reasons of economy will prevent rivals, all with great armaments, and all of them poorer than ourselves, and with less at stake about building many armoured ships of high speed, which can be lost to the British mercantile marine. Certainly, the danger to British sea-borne commerce in time of war tends to decrease and it may be hoped with some confidence that, in the course of this year's "grand manoeuvres," the Admiralty will be able to reassure the commercial world as to the adequacy of the plans which have been evolved for defending the Empire and protecting its mercantile marine. It is oft-times imagined that it time of war an enemy's warships in large numbers will be able to roam the seas picking up British ships. This is a complete delusion. Now and again, by mischance, such vessels may get to sea, but some satisfaction may be gained by reflection on the following facts:

1. The British frontier, on hostilities threatened, will be the enemy's coast, and it will be the object of British fleets to meet and fight the enemy's ships when they come out, and to prevent vessels with piratical designs escaping. 2. Owing to its system of intelligence, at any given moment the Admiralty knows where every man-of-war of a foreign Power is located.

3. As soon as war threatens, an enemy's vessels, in whatever sea they may be, will be "shadowed" in superior force, unobtrusively, but effectually.

4. Ships cannot move without coal, and we hold nearly all the coaling stations in the world, and France, our friend, if not our ally, has most of the remainder.

5. As the size, and power, and cost of ships increase, so the number available in foreign waters for commerce destruction diminishes. Year by year, apart from torpedo craft, whose operations must necessarily be largely confined to narrow waters, fleets decrease numerically.

The objective which the Admiralty must, of course, keep in view is the avoidance of the necessity of laying up merchant ships, or withdrawing them from their trade. Such a course, if adopted by Great Britain, would mean grievous damage, if not national starvation, and at whatever cost the Government of the day is bound to guarantee the freedom of the seas. In as far as security can be assured, it is anticipated that the Admiralty's plans will meet all requirements. —Daily Telegraph.

## SEA TERMS IN COMMON USE.

**Clean Bill of Health.** A certificate endorsed by the Consul of the country to which a ship is bound certifying that on leaving port she was free from any contagious disease and that no such disease existed in her crew from which she was liable to spread to any other ship.

**Clean Quarters.** "A ship is clean quarters," now a well recognised term in general use. Originally was purely a sea term. Clean quarters, or clean ship, sometimes also called cobblehead, were built and stretched across a ship's decks which were used as a shelter when she was hoisted. Stoves were so fixed in one of the negroes rising. "Fights" were waist clothes of pulsed canvas, used for some similar purpose, namely for concealing the men when close with another vessel. Shakespeare refers to them in the "Merry Wives of Windsor," when Pistol in a very nautical speech says: "Up with your fights."

**Crew.** (From the French *creuer*) to accompany on the way; was probably a sea term originally and meant a fleet of merchant vessels protected by an armed force.

**Duck.** A snore for catching wild duck. At sea it had a special nautical meaning; to change the aspect of a war-ship that she might be mistaken for a trader and so entice a vessel of inferior strength to come so close as to ensure her capture.

**Drifted.** A word which came to have almost entirely a nautical significance as a term for a vessel abandoned at sea; used generally to denote a waif.

**Devil to Pay.** (They) and no pitch lot. A curious and well-known expression, purely nautical in its origin. The outmost point of a wooden ship's deck was termed the "devil" owing to the difficulty of caulking it. To "pay" the seams, is to pour boiling pitch along them after the caulking has been driven in. This explains the origin of the term which has now come to mean colloquially, "the duties of a row and no extenuating circumstances, or something to that effect." There'll be the devil to pay" is found in one of Dr. Wendell Holmes' poems.

**Disarmed.** A naval (and military) term. A ship, "disarmed," was unrigged, and all her stores and guns taken out. A gun "disarmed" was rendered unfit for service. A term now in general use for "stripped" or "dressed."

**False Colours.** To sail under false colours, a phrase in general use which explains itself. Purely nautical in origin. "The Colours" in army and navy refer to the regimental and naval flags. To sail under false colours and chase an enemy is permitted; but the naval law does not allow of firing on an antagonist whilst under false colours.

**First Rate.** Now used in a similar sense as in the Navy List. In the days of wooden ships vessels of 100 guns and upward were "first rates," ships of 90 to 100 guns were "second rates," ships of 80 to 84 guns "third rates," ships of 60 to 74 guns "fourth rates," which were comprehended under the general title of frigates, and never appeared in line of battle. Fifth and sixth rates were less powerful vessels. In the time of the Charles's and the Commonwealth these ratings were different, there being only one ship of 100 guns in the reign of Charles I., the celebrated *Sovereign of the Seas*.

**Full Due.** "To give him his due, or full due," is a term fully understood in a general sense. It is distinctly a nautical term and will be found in the mouths of Marryat's characters. "Pay a full due" means "for good" or "complete" in naval parlance. One of Elizabeth's ships was the *Due Repulse*.

**Gunnet.** To run the gunnet. This was possibly a military term originally, but the seamen made it (and the custom) his. Gunnet, the Ghent run, was said to have been invented in that town, and was a punishment in which the culprit was compelled to run between two files of men armed with rope ends, receiving a blow from each; it was used at sea as a punishment for dirty crimes, such as this:

**Grog.** A mixture of rum and water, introduced as a drink in the navy in 1730 by Admiral Vernon as an attempt to check drunkenness, his seamen nicknamed him "old grog" from the program (*grog grain*) cost he was in the habit of wearing. In later days sugar and lime juice were added to the mixture.

**Hard up.** Probably derived from the sea order "h-h up the helm," being used in a secondary sense as obliged to bear up for Poverty Bay. In bearing up the helm is put "hard up," but this is only a sailing ship term and never used in a steamer.

**High and Dry.** The situation of a vessel aground, so as when the tide ebbs, she can be seen dry upon the strand. "Cut and dried" is, I believe, a book-binder's term.

**Jack.** The full term dates from the Union of England and Scotland, and it has been attempted to obtain the derivation of "Jack" from "Jacques" or James, the king. This, however, is incorrect save in a secondary sense. The jacks (from whence we get jacks) was a military coat, and in the earlier days of men had the red cross of St. George emblazoned upon this "Jack." This may be the origin of the term. Other commentators again derive it from the "Jack" or small staff at the bowsprit from which it was flown; but this is doubtful, as originally it flew from the spirit topmast. The term is now used in other navies besides our own, the American, for instance, where the "Jack" is white stars to the number of the States on a blue ground. One of our old sea songs is—

"British sailors have a knack,  
Haul away, ye ho-boys,  
Of hauling down a Frenchman's Jack,  
Against any odds, you know, boys."

The original English colour was St. George's red cross on a white ground. The Scottish flag was blue with a white St. Andrew's cross saltirewise. At the union these two were blended into one flag. Then in 1801, when Ireland entered the union, a red cross was placed upon the white St. Andrew's cross, leaving a margin of the white on either side. The red cross saltire for Ireland is said to be taken from the arms of the Fitzgerald family, though this

cross had for some years previous to the Union been associated with St. Patrick, and was intended to be a symbol of that saint.

**Jack Robinson.** "Before you can say Jack Robinson" a term of considerable antiquity and said to be nautical. There used to be a popular nautical song and dance of that title.

**Kit.** A seaman's wardrobe, also used in the army; and now a term in very general use on shore.

**Laid Up.** Though this is a term in such general use now, it was undoubtedly a sea term originally. A vessel dismantled and moored in dock or harbour was "laid up."

**Landmark.** This term was used daily in shore talk. Originally it meant any object on shore, such as "Boston Stump," as the tower of Boston Church used to be called, which acted as a guide to a ship.

**Out.** To shove your ear in. To intrude unasked, "Our" can only appertain to the water. **Off and on.** We are so used to such terms that we never even think of their origin. This was said of a vessel working to windward which approached the shore on one tack and stood out to sea on the other.

**Off the Reel, or "right off the reel."** Not unknown in shore parlance, but the speakers seldom or never understand the meaning of what they say. It refers to the "Haud Lax," "she is going forty-eight knots right off the reel." **Offit,** of which the meaning need not be given, is a sea term describing the stores and gear with which a merchant vessel is "fitted out" for a voyage.

**Overboard.** This also wants no explanation, and although obviously a nautical term is now in general use.

**Overhaul.** This, originally, was purely a sea word; it was the Anglo-Saxon for wave. The term is often met with in accounts of old voyages used in a professional sense. Overhauled is overpowered by the sea. In a similar sense it is used for one swamped by some sudden trouble.

**Pilot.** This term is often used by landmen in describing a guide; it was long ago used as a term for the officer in later days called master. **Pilot** is still the master's appellation in Spanish waters and ships. There is an ancient name for a pilot was *lobo*, man, and our modern word possibly comes from the low German *lofen* "to take soundings and 'loot' the lead." But *lobo* means a wolf, and *lobo* to lead, so that there are two derivations to choose from. Another derivation of the word is referred to the particular kind of cap (from the Latin and Italian *pilatus*) which pilots wore in early shipping days.

**Point Sailing.** "All plain sailing" used in ordinary shore conversation implies a wrong direction. Correctly it is "plain" sailing, the first of the "sailings" in navigation books where the ship's course is treated as an angle, and the distance, difference of latitude, and departure as the sides of a right-angled triangle. Before the time of Mercator this was the "sailing" in use, and being so simple gave rise to the secondary meaning.

**Point-blank.** Perhaps not a purely nautical term, but military also. Used in common parlance for "direct." In firing it means the distance which a shot fired will go in a straight line and hit the "blank" which was the old term for the mark on the butt. For any long distance elevation of the muzzle is necessary and then the shot is not fired point-blank. —Nautical Magazine.

## THE COINAGE OF THE PHILIPPINE ISLANDS.

The *San Francisco Chronicle* recently published the following article:—When we speak of the Philippines its silver currency was in the deplorable condition until recently worse than in most other countries. The Mexican dollar was the principal coin, but there were also Philippine coins in circulation, and the value of all fluctuated continually with the gold price of silver bullion. It was impossible for merchants to do business with safety except upon the basis of great profit to cover great risk. Such a condition bears most severely upon the poor and ignorant, who form the great mass of the Philippine population, for upon them all losses are finally saddled. It was essential to institute a reform, and the best and safest method was to introduce the United States currency with its full gold basis. That, however, it was thought, would produce too great a wrench, and it was decided to adopt the plan which seemed to be working successfully in Japan and being introduced or proposed in most Oriental countries. That plan was to make a silver dollar redeemable in gold at the ratio of about 32 to 1 instead of 16 to 1, and to tax all other silver coin out of the country.

The second annual report of the Chief of the Philippine Division of Currency describes the progress of this reform, now nearly completed. The Philippine Government borrowed money for the purchase of the bullion as was required, and had it minted and shipped to the islands, where it was exchanged for old currency or paid out in due course of business. It keeps the parity at about 32 to 1 by maintaining a gold reserve in New York and selling gold drafts in exchange for silver pesos. The interest on its daily business has paid all the interest charges in connection with the transaction, and the seigniorage, or difference between the coin value and bullion value of the silver used, has yielded a comfortable profit to the treasury. This money is in circulation, people are becoming accustomed to it, and the transaction has been virtually completed at a small profit to the treasury, and without loss to any individual except the few who held on to the old coin until after the date when it would be taken except at its bullion value. In spite of every possible effort to call the money in, there were some who did not exchange when they could.

There is a possibility that all the Oriental countries which have adopted, and guaranteed, the ratio of 32 to 1 may find themselves in trouble by the rise of the price of silver bullion to a point above that. Without attempting to be exact, when silver sells for 63.5 cents per fine ounce it is about at the ratio of 32 ounces of silver for one ounce of gold. If the Philippine Government can buy silver for less than that it makes a profit—or seigniorage—on its coinage, less cost of minting and transportation. The silver purchased by the Philippine Commission during 1904 cost on the average 56.227 cents per ounce, yielding a profit, when coined, of about 72 cents an ounce. Recently, however, there has been a rise in the price of silver, the latest quotation at this writing being 65.5 per fine ounce, so that if the Philippine Government were now buying silver there would be a net loss in coinage of about 2 cents an ounce, in addition to cost of minting and transportation. That, however, is not the worst aspect of the case. If silver remains permanently at a price above its coinage value sufficient to pay the cost of melting and refining and still leave a profit, nothing can prevent the new Philippine coinage from being melted down and sold for bullion. This is a situation which affects all the Oriental countries which have adopted ratios around 32 to 1. Probably at present prices, the operation would hardly pay, but it would require only a very little additional rise, with prospect of permanence, to make a great deal of trouble in the Oriental money market.

## THE LIVER IS A GOOD FRIEND, BUT A BAD ENEMY.

The liver is a large and powerful organ, composed of a great multitude of blood vessels, nerves, absorbents, and bile canals, held together by a red, brown substance. The liver's great work is to supply the bile, which helps to prepare our food for converting into rich, life-giving blood.

But when the liver becomes sluggish, there is not enough bile made to digest the food, so the blood becomes starved—thin, pale, and without nourishment, and the food ferments, giving off bad gases which cause flatulency, hiccups, and foul breath. The bowels become clogged, and constipation begins.

One of the first signs of sluggish liver is a feeling of despondency and weariness (due to the impure blood stupefying the brain and failing to nourish the body). The complexion will be yellow, and the eyes heavy; there will be wind in the stomach, variable appetite, palpitation of the heart, and bad taste in the mouth.

Liver trouble should always have prompt treatment, and, in its early stages, careful dieting in conjunction with a thorough course of Doan's Dinner Pills, will effect a cure. But if neglected, enlargement of the liver may result, and the action of the organ may be ruined; there will be dyspepsia, anaemia, and perhaps skin disease. The muscles that drive out the poisonous waste will be numbed, and there will be constipation. Doan's Dinner Pills are the great liver corrective; the action is mild but reliable; they give a healthy stimulus to the liver, so that sufficient bile is produced to digest the food and ease the passage of waste.

Doan's Dinner Pills are the best medicine for biliousness, indigestion, constipation, for headache, retching, giddiness, distress after eating, poor appetite, yellow eyes, heartburn, wind, and for every liver, stomach and bowel trouble.

Doan's Dinner Pills are 1/11 a box, or 6 boxes for 6/-. Of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price. Doan's Dinner Pills can be permanently cured by Doan's Ointment. This Ointment is pure and clean; it does not irritate the skin, or dry up too quickly. To be had of all chemists and druggists, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price—1/11 per bottle, or 6 bottles for 6/-. 1/3-16

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By Royal Warrant  
to  
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MILD. MEDIUM. FULL.  
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### The Great Hair Producer & Restorer.

The Finest Dressing. Specially Prepared and Delicately Perfumed. A Luxury and a Necessity to every Modern Toilet.

"HARLENE" produces Luxuriant Hair. Prevents it Falling Off and Turning Grey. Unequaled for Promoting the Growth of the beard and Moustache. The World-Renowned Remedy for Baldness. For Preserving, Strengthening and Rendering the Hair Beautifully Soft; for Removing Scurf, Dandruff, etc.; also for Restoring Grey Hair to its Original Colour.



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H.M. The Queen of Greece  
H.H. The Grand Duchess George of Russia  
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H.R.H. Princess Marie of Greece writes:—"Previous to using 'Harlene' my hair had become brittle, and was falling off. I have used your preparation daily for eight months, and my hair is quite restored. I cannot recommend 'Harlene' too highly."

MRS. LANGTRY writes:—"I have used your preparation daily for eight months, and my hair is quite restored. I cannot recommend 'Harlene' too highly."

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**A BROKEN-DOWN SYSTEM.**  
This is a condition (or disease) in which the body gives many names, but which few of them really understand. It is simply weakness—a break down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for there are almost countless causes), its symptoms are much the same: the most prominent being sleeplessness, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is a renewed vitality—Vitality—Vitality—Vitality.

**VITAL STRENGTH & ENERGY**  
to throw off these "bad feelings," and experience proves that at night succumb the day this may be more certainly secured by a course of the celebrated life-giving tonic.

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than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

**THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.**  
And a new sunrise imparted in place of what had so lately seemed "worn-out," "used up," and "valuedless." This wonderful new agent is purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

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